

## Protect Your Family

Do you know that it's a mighty safe business policy to lay by a little for a rainy day? The best investment you can possibly make is to take out a policy in

### The Northwestern Mutual Life Insurance Co.

Either straight life or endowment. You are then laying up a little all the time, and besides you have the assurance that should anything happen to you, your wife and babies, mother or sweetheart, as the case may be, will be left with an estate for their care and protection.

Don't put it off. Right now is the safe time. See about a policy before it is too late.

C. A. BROWN, District Agt.  
PHONE NO. 68. PAW PAW, MICH.

## ENGEL'S

### Bread Truck Started

on its daily trip on Monday of this week. A significant fact about the outside business this year is that every single customer of last year was anxious to receive the service again this season. No better baked goods made anywhere than is turned out by the Paw Paw Bakery. Paw Paw people should and do, most of them, appreciate this home industry. We want you all to feel that way, and are doing our level best to merit your patronage.

### The Engel Baking Co.

Telephone 189

## C. F. Snow

### Claude Says

Did your Hens pay you this winter? If so give them a treat Enlarge their park with

### U. S. Poultry Netting

2-inch mesh, 1, 2, 3, 4, 5, 6 ft. high  
1-inch mesh, 1, 1½ and 2 ft. high

This Netting is made with ilve wires every 2 inches all the way up.

Buy at the Busy Store

THE YELLOW FRONT

## RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

### Must Share Responsibility in Future Development.

#### ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26. — Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for the body to exercise that power.

#### Catarrrhal Deafness Cannot Be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure catarrhal deafness, and that is by a constitutional remedy. Catarrhal Deafness is caused by an inflammation of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing will be destroyed forever. Many cases of deafness are caused by catarrh, which is an inflamed condition of the mucous surfaces. Hall's Catarrh Medicine acts thru the blood on the mucous surfaces of the system.

We will give One Hundred Dollars for any case of Catarrhal Deafness that cannot be cured by Hall's Catarrh Medicine. Circulars free. All Druggists, 75c. F. J. CHENEY & CO., Toledo, O.

## VAN BUREN COUNTY TELEPHONE COMPANY

#### FREE COUNTY SERVICE.

During the first week of February 1917 (probably the week of the lightest business of the whole year)

4420 FREE CALLS

between exchanges were made by subscribers. This is an average of 637 per day, including Sunday. Over 200 miles of the line are required to give this service. The busiest week of the summer will show more than a 50 per cent increase in business, compared with the above, so that the total number of free calls between exchanges made by our subscribers in a year, amount to more than THREE HUNDRED THOUSAND.

## PUBLIC SALE

I will sell at Public Auction at my farm 3¾ miles northwest of Paw Paw on the west side of Pugsley's lake, on

## TUESDAY, APR. 17, 1917

Commencing at 10 o'clock a. m. sharp, the following described property:

Fine team of Belgian Percheron horses weighing about 2800 lbs., Light Driving Mare, 5 Cows, Three Grade Jersey and Guernseys giving milk, Two extra good Grade Holstein Heifers due to freshen this spring, a quantity of Hay, Ensilage and 20 cords Elm and Maple Wood, Stuart ball bearing Horse Clipping Machine.

LUMBER WAGON  
COMBINATION STOCK AND HAY RACK  
TOP BUGGY  
RUBBER TIRED RUNABOUT  
SET BOB SLEIGHS  
CUTTER  
SET DOUBLE HARNESS  
TWO SINGLE HARNESSES  
FEED GRINDER  
POTATO PLANTER, TWO HORSE  
TWO OR THREE HORSE POTATO DIGGER  
SUPERIOR GRAIN DRILL 1916 MODEL  
McCORMICK BINDER  
McCORMICK MOWER  
EMERSON BANTINGHAM COMBINATION  
SIDE DELIVERY RAKE AND TEDDER  
McCORMICK DUMP RAKE  
KEYSTONE HAY LOADER  
THREE HAY SLINGS  
FOUR TINED GRAPPLE HAY FORK  
LARGE QUANTITY HAY ROPE  
HAY KNIFE  
SYRACUSE NO. 31 WALKING PLOW  
BISSEL ONE HORSE PLOW  
TOOTH SPIKE HARROW  
16 TOOTH SPRING HARROW  
WEEDER—TWO HORSE  
FIVE TOOTH CULTIVATOR  
DOUBLE SHOVEL CULTIVATOR  
SPIKE TOOTH CULTIVATOR  
OLIVER DISC RIDING CULTIVATOR  
INTERNATIONAL LOW LIFT MANURE SPREADER  
18 INCH 10 DISC HARROW  
6 H. P. GASOLINE ENGINE ON HEAVY TRUCK  
BUZZ SAW AND FRAME  
OHIO 12 INCH TRAVELING FEED TABLE  
ENSILAGE CUTTER WITH STRAIGHT KNIVES AND SPREADER KNIVES AND 36 FEET OF CARRIER

BARREL FORCE PUMP SPRAYER ON LIGHT WAGON  
SQUARE TANK FEED COOKER AND WATER HEATER  
HAND SEEDER  
TWO LAWN MOWERS  
THREE ICE TONGS  
HOG HOOKS AND SCRAPERS  
STEEL EXCAVATING SCRAPER  
DITCHING SCRAPER  
TWO HAND CORN PLANTERS  
SHARPLES CREAM SEPARATOR 500 LBS. CAPACITY  
SELF SINKING TANK HEATER  
16 FT. 2½ H. P. LAUNCH  
14 FT. ROW BOAT  
9 FT. 3 SECTION STEEL LAND ROLLER  
WAGON SPRING SEAT  
GARDEN SEED DRILL  
SET PIPE STOCKS AND DIES  
PIPE VICE  
FOUR LARGE MUD SHOES  
DEHORNING CLIPPERS  
CROSS CUT SAWS  
LOG CHAINS  
35 FT. 6 INCH SOLID WOVEN BELTING  
HAND CORN GRADER  
CABLE STACKING OUTFIT  
THREE HORSE EQUALIZER  
BLOCK PULLEY ROPE WIRE STRETCHER  
PRUNING SHEARS WITH LONG WOOD HANDLES  
11 BARREL GALVANIZED STEEL STOCK TANK  
PAIR HARVEY BOLSTER WAGON SPRINGS CAPACITY 3000 POUNDS.  
15 GALS. RED MINERAL BARN PAINT  
MANY OTHER ARTICLES TOO NUMEROUS TO MENTION

## LUNCH AT NOON

Terms of Sale: All sums under \$5.00 cash, On sums over that amount 6 months' time will be given on bankable notes with interest at 7% from date of note; 2% discount on note amounts for cash.

L. W. ARNOLD, Proprietor

B. J. RIX, Auctioneer

B. F. WARNER, Clerk



## Shabby Walls

You can secure a lustreless, oil painted finish on your walls and ceilings by using Acme Quality No-Lustre Finish—forms an artistic dull finish surface that combines the durability of an enamel or an oil paint with the restful tones and velvety beauty of fresco.

### ACME QUALITY NO-LUSTRE FINISH

Can be applied over plaster, metal, canvas, wood, wall board or any surface upon which paint can be used. It is an ideal wall coating—more durable than Kalsomine, more artistic than paint or enamel and more sanitary than wall coverings stuck on with germ breeding pastes.

Ask for a free copy of the Acme Quality Painting Guide Book—it tells all about paint and painting.

C. F. SNOW